

"CALLING ALL CARS"

Save Gasoline

A NATIONAL EMERGENCY

Canada is right up against an acute shortage of gasoline and fuel oil. Tankers that normally supply our country have been commandeered for vitally important overseas service.

The Commonwealth Air Training Plan, the rapid development of Canada's mechanized army units and the great work carried on by our corvettes make the demand for fuel urgent.

Our crude oil intake is limited. There is just one thing to do if our fighting forces are to carry on with a "full tank". Every Canadian motorist is asked to cut his daily gas consumption in half!

There are many ways by which this 50% saving can be made... ways and means to give you more mileage per gallon. You can drive slower so that you will use less gasoline. You can go fifty-fifty with your neighbours, inviting each other to share cars... for business, and for pleasure. People can readily go to and from work together, using one car instead of four... using one gallon of gasoline instead of several. Women as well as men can make these savings.

The amount of gasoline used in Canada for business, social and non-essential activities is amazingly high in proportion to that used by our fighting forces. One look at the figures would convince you that this situation must be reversed.

17 easy ways towards a 50% GASOLINE SAVING

(Approved by Automobile Experts)

- Reduce driving speed from 60 to 40 on the open road.
- Avoid jack-rabbit starts.
- Avoid useless or non-essential driving.
- Turn motor off when not in use, do not leave idling.
- Don't race your engine; let it warm up slowly.
- Don't strain your engine; change gears.
- Keep carburetor cleaned and properly adjusted.
- Tune up motor, timing, etc.
- Keep spark plugs and valves clean.
- Check cooling system; overheating wastes gasoline.
- Maintain tires at right pressure.
- Lubricate efficiently; worn engines waste gasoline.
- Drive in groups to and from work, using cars alternate days.
- For golf, picnics and other outings, use one car instead of four.
- Take those short shopping trips ON FOOT and carry parcels home.
- Walk to and from the movies.
- Boat owners, too, can help by reducing speed.

Your regular service station man will gladly explain these and other ways of saving gasoline. Consult him.

GO 50-50 WITH OUR FIGHTING FORCES

The Government of the DOMINION OF CANADA

ACTING THROUGH:

THE HONOURABLE C. D. HOWE, Minister of Munitions and Supply

C. R. COTTRELL, Oil Controller for Canada

Spare and Share your Gasoline for VICTORY!

Canada does not ask or request you to put your car up. She merely asks for your help... asks that you walk sometimes when the distance isn't too great...

that you take a shorter drive on Sunday afternoon... that you look after your car and keep it in good condition... that you say to your neighbour: "Let's use my car today, Jim; we'll use yours tomorrow."

Every day, in greater and greater quantity, we must release gasoline and oil by the thousands of gallons to our throbbing munitions plants... to our tanks and armoured cars... to our fighting planes and bombers... to our corvettes and merchant ships that ply the vital sea-lanes... so that the day of victory may sooner be at hand.

Will YOU help?

It is also vitally important that you reduce the use of domestic and commercial fuel oil.

The British Commonwealth Air Training Plan

One of a series of articles written specially for Weekly Newspapers by Hugh Tomplin, Editor of the Fergus News-Record

LEARNING HOW TO FLY A PLANE WITHOUT LEAVING THE GROUND

Fifth of a series of articles on the Royal Canadian Air Force, written specially for the Weekly Papers of Ontario.

During the last war, it was the pleasant custom to give a pilot some fifty hours or so in the air, and then send him to the front, ready to fight. This is a different kind of war (as has been pointed out by thousands of other writers already) and planes are vastly different. The period of training now takes at least six months and nothing is left to chance.

There is no actual flying at the Initial Training School at Toronto. The buildings are situated in the city, with no room for a flying field or hangars, but the future pilots get their first lessons in the Link trainer, a plane with miniature wings, firmly anchored to the ground.

I saw the Link trainers wherever I went to the various training schools. Even the most experienced flyers go back to them occasionally to check up on any faults which may have developed or to learn more about flying at night or by instruments.

Learning to Fly on the Ground

The Link trainer, in its simpler forms, looks like a small training plane, but with the body and wings shortened, so that it takes up less space than a full-sized plane. The cockpit and controls are of normal size. The "stick," which regulates the elevators and the movable portions of the wings, and the pedals to operate the rudder, are like those in a Cub or other small plane. The instrument board has the five or six instruments needed for ordinary flying—a compass, altimeter, engine speed indicator and so on. Out in front is a half-circle of celluloid or some similar material which looks like a whirling propeller.

There are several models of Link trainers. It is said that the machine was invented by the son of a pipe organ manufacturer, which accounts for the fact that the trainer actually rides on air inside a leather bag or bellows. The trainers are made in Gananoque, Ontario.

There are many stories about the development of this trainer, and it is hard to sort out the truth. One Canadian is that the inventor was a Canadian who tried to sell his model to the United States Army, but the officials thought it was just a toy and rejected it. The thing appeared next in amusement parks, and that is where I first saw one. Compared to present-day Link trainers, it really wasn't much more than a toy, though the principle remains the same. In wartime, the trainer is worth its weight in gold. It is hard to see how pilots of 300-mile-an-hour planes could be taught in six months without such help.

I have spoken in previous articles about the unfailing courtesy of the officers I met at the various camps and schools. They gave me their valuable time so that the readers of weekly papers of Ontario could read about the Air Training Plan, but they went much farther than merely answering questions; they let me do many of the things the students do.

Flying is no novelty to me, but I never had a ride in a Link trainer. One day, at Camp Borden, The Governor-General was making a tour of inspection and he was given a try-out in one of these machines. He seemed to enjoy being whirled around and bumped about and as he climbed from the cockpit, I heard him remark: "We do some funny things sometimes." At that moment, I envied a governor-general for the first and only time.

An Ambition Gratified

The urge to pilot one of these machines came back again as I stood and watched a row of them in operation at the Initial Training School at Eglinton. These were the advanced trainers, with twenty or more instruments on the dash and a hood that fitted down over the pilot so that he was "blind." The students seemed to be forty or fifty years old, a contrast to the youthful faces I had seen at all the other schools. Enquiry showed that they were "bush pilots" and other experienced fliers qualifying to become instructors on these same machines.

I asked my guide if I might try my hand in one of them. It was strictly against the rules, he said, and besides, these trainers were only for advanced pilots and I wouldn't enjoy the experience much. But he suggested that I take my request to Flying Officer Bishop.

I did, and met much the same answer, but I thought the Flying Officer

winked, when he said: "Come with me."

We passed down the aisle between structures that looked like huge vaults, and opened the door into one of them. There, in the centre of a circular room stood a bright blue Link trainer with gray wings, as handsome a machine of its kind as I ever saw. The setting was unique, too. Murals had been painted all around the walls—mountains, lakes, towns, and on one side, a gray bank of clouds.

This is where the beginners learn how to fly.

I climbed up a few steps and into the cockpit. I put a pair of headphones on my ears and listened to the instructions that the Flying Officer was giving me, as he turned on the power. He told me how to get the plane off the ground, how to hold the stick and how my feet should be placed on the pedals. He told me how to turn to the right and the little plane began to swing around in that direction, while the lakes and rivers crept past.

"Press down harder on that right foot," he said, and I pressed down too hard and went out of control. "Down with your left foot and the stick to the left!" and again I over did it, but that was probably the intention. "We'll try a little dual instruction now, to give you a better idea how to use the controls."

To my surprise the stick suddenly stiffened in my hand and went where it ought to go for correct turns and banks.

It wasn't long before I was flying around without much difficulty—and feeling pretty big about it, too. And all the time I marvelled at how much like actual flying it really felt.

Rough Weather Ahead

"Now we are flying on a bumpy day," the instructor told me as he reached down and pulled another lever somewhere out of sight. The change was immediate. The plane became hard to control. Memories of actual rides on bumpy days came back vividly.

How long my lesson lasted I could only guess. I was too interested to watch the time. It might have been twenty or thirty minutes. Whatever it was I was sorry I wouldn't be having another one every day.

Certain spots on the scenery around the walls are marked with letters. The student may be asked to keep the trainer on that mark and fly toward it in the bumpy air. Scales which hang down from all four corners of the machine show quite definitely how successful the lesson has been. If the student lacks coordination or has other definite faults, his instructors know it before he ever goes up in a real plane.

The advanced Link trainers have much more complicated systems of indicating how well the student is doing. The instructor sits at a table, with instruments and a chart in front of him. The instruments show how fast the plane is supposed to be going, the altitude and whether it is climbing or descending. A three-wheeled indicator moves over a chart of ruled paper—"the crab," I think they call it, but it reminds me of a ouija board. Perhaps you remember the ouija. Under the pressure of the tips of the fingers, a heart-shaped board supported on three legs, moved over a table and spelled out words. In the trainer one leg has a small, rubber tired wheel which draws red lines on the paper to show how well the pilot is doing and where he is flying.

The course at the Initial Training School takes eight weeks, with lectures, drills, medical tests, and the Link trainer giving the student plenty to do. From here, they go to Elementary Flying Training Schools and their first actual flying.

Next Week—Mount Hope

Minister-Son Limehouse Man Marries Takes Pastorate of Western Church

We are in receipt of two clippings this week, forwarded to us by our Limehouse correspondent, from the Meyronne (Sask.) Independent. The first concerns the marriage of Rev. William J. Lane and Miss Gladys Higgins, which took place at Eastend, Saskatchewan on July 2nd, and the second tells of the induction service for Mr. Lane at Knox United Church, Meyronne.

Mr. Lane, who graduated this year from St. Andrew's College, University of Saskatchewan, was raised in Limehouse. He is a son of Mr. Jonathan Lane, who lives on the 4th Line a mile from Limehouse, and the late Mrs. Lane. He is a first cousin of Mr. A. W. Benton, of Limehouse, and has a number of other relatives and friends in the district.

Following are the clippings:

Rev. Wm. J. Lane, new minister of Meyronne-Woodrow pastoral charge, United Church of Canada, was formally inducted at a special service held in Knox Church, Meyronne, Friday evening, Rev. P. A. O'Leary, Kincaid, presided, and assisting him was Rev. W. E. Bannerman, LaFleche.

Following the induction service a reception for the new minister and his bride was held in the church basement, refreshments being served by the ladies. Mr. O'Leary was chairman and called upon several members of Meyronne and Woodrow congregations, all of whom spoke warm words of welcome to Rev. and Mrs. Lane and offered felicitations to them on their recent marriage. Appropriate response was made by the minister.

On Sunday, Mr. Lane conducted his initial services at all four points

on the field—Winnifred, Woodrow, Glen Bain and Meyronne.

A pretty wedding was solemnized at three o'clock Wednesday afternoon, July 2, when Miss Gladys Higgins, daughter of Mrs. Helen Higgins and the late William Higgins, Eastend, became the bride of Rev. William J. Lane, son of Jonathan Lane and the late Mrs. Lane, of Limehouse, Halton County, Ontario, and a graduate this year from St. Andrew's College, University of Saskatchewan.

The ceremony took place at the home of the bride's mother and was performed by Rev. Geo. E. Robbins, of Shaunavon. Pink and white streamers and wedding bells formed the interior decoration of the home.

The bride, who was given in marriage by her twin brother, Graham Higgins, wore pale blue sheer, with a corsage of yellow roses.

Attending the couple were the bride's brother-in-law and sister, Rev. and Mrs. W. G. Wilson, of Eyebrow, Sask. Mrs. Wilson, who also played the wedding march, wore flowered

sheer. Mrs. Higgins, mother of the bride, wore old rose crepe.

During the signing of the register, Mr. Wilson sang "O Perfect Love." After the ceremony the bride presided at a decorated dinner table centered with a tiered cake, eleven guests being present. Mr. Robbins proposed a toast to the bride and groom.

Rev. and Mrs. Lane arrived in Meyronne Thursday to take up residence in Knox United Church Manse.

Previous to her wedding, the bride was honored with a shower at Eastend, hostesses being Miss MacIvor and Misses Robinson. Two tables graced with lace tablecloths and beautiful bouquets of peonies, carnations and yellow roses, gift of Mrs. Wright, were used for presents and tea. Mrs. Higgins, mother of the bride, and Mrs. Kendrick poured tea. Over 50 guests were present.

"What part of the motor car causes the most accidents?"
"The nut that holds the wheel."



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